

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS.

TECHNICAL MEMORANDUM 184

RULES AND REGULATIONS OF THE 1922
RHÖN SOARING FLIGHT CONTEST.

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für Luftfahrt," (W.G.L.), Berlin, 1922.

February, 1923.

RULES AND REGULATIONS OF THE 1922

RHÖN SOARING-FLIGHT CONTEST.*

Art. 1. Management, Time and Place of Contest, Business Office.— The "Deutscher Modell- und Segelflug-Verband," D.M.S.V. (German Model and Soaring-Flight Club) and the "Südwest-Gruppe des Deutschen Luftfahrer-Verbandes," S.G.D.L.V. (Southwest Group of the German Aviators Club) will hold, August 19-24, 1922, a soaring-flight contest on the slopes of the Wasserkuppe and neighboring heights of the Rhön mountains. The management reserves the right to extend the contest to a date not later than August 31, 1922.

The office will be in Frankfort-on-the-Main (Bahnhofsplatz 8) till August 5, in Gersfeld (Rhön) from August 6 to September 4, and thereafter again in Frankfort

Art. 2. Kind, Name, and Sponsor of Contest.— The utilization of the natural energy of the wind is required, without engine drive.

It shall be called the "Rhön Segelflug Wettbewerb 1922" (1922 Rhön Soaring-Flight Contest) and will be held under the auspices of the "Wissenschaftliche Gesellschaft für Luftfahrt" (W.G.L.).

Art. 3. Aircraft.— Aircraft without engine drive are admitted to the contest. They are classified as "gliders" and "soarers."

* Pamphlet published by the "Wissenschaftliche Gesellschaft für Luftfahrt," (W.G.L.), Berlin, 1922.

Aircraft, which can make a flight of at least 300 m (984 ft), or of 30 seconds' duration, with a smooth landing, are considered "gliders."

Rudder-steered aircraft, capable of making two flights of at least 600 m (1968.5 ft) or of at least 60 seconds' duration, with an average sinking speed of not over 1.5 m (4 ft 11 in) per second, are called "soarers."

The proof of the minimum performance must be shown by a certificate from one of the examiners appointed for this purpose by the management.

Devices for utilizing the muscular strength of the occupants do not count as engine drive. Any manner of "take-off" is permissible, even with external aid.

The employment of materials prohibited under paragraph 202 of the peace treaty is forbidden.

Art. 4. Entries.— Entries may be made, up to 12 o'clock noon, July 14, 1922, at the office of the management, by the owner of the aircraft or his authorized representative.

The entry fee of 200 marks for each aircraft must be paid before the close of the entries, either at the office of the management or at the bank, "Direktion der Diskonto-Depositenkasse," 10 Bahnhofsplatz, Frankfort-on-the-Main, account of "Rhön-Segelflug." One-half of the entry fee will be returned after the admission of the aircraft (See par. 5).

"Late entries" are permissible up to 12 o'clock noon, July 30,

1922. A "late-entry" fee of 200 marks, in addition to the regular entry fee, is required for each aircraft. "The "late-entry" fee will not be refunded.

The retained entry fees are placed at the disposal of the judges for use as prizes (See Art. 7, D).

On a written request, accompanying the entry application and giving reasons therefor, the entire entry fee may be refunded at the discretion of the management (Art. 8), as likewise the cost of maintenance of the aircraft, in whole or in part (Art. 13).

All participants in the contest must agree, on entering, to conform to the regulations published by the management. They must also renounce, in writing, all claims, against the management and its representatives, to indemnities for injuries or damages of any kind. For minors or wards, the renunciation must be signed by their legal representatives. Recourse to law is excluded, even in case of negligence on the part of the management or its representatives.

Art. 5. Strength and Acceptance Tests.- The strength of the aircraft must be vouched for by a certificate made out by one of the examiners appointed by the W.G.L. (Office at 17 Blumeshof, Berlin) for this purpose. The tests must be made at the place of building. Only aircraft with such strength certificates can be kept in the shelters provided by the management. They must arrive by 12 o'clock noon, August 6, 1922, at the latest.

The aircraft must be brought before the Technical Committee

on August 7 and 8, 1922, (Art. 11), for the acceptance test. The bases of this test, namely:

a) A description of the construction, in duplicate, on a form obtainable at the office of the management;

b) A set of unmounted photographs, in duplicate, with inscriptions on their backs, showing the aircraft from different viewpoints;

c) Strength certificate; must reach the office not later than 12 o'clock noon, July 30, 1922. If no objections are raised and after passing in

d) certificate of minimum performance (Art. 3) at the office not later than 12 o'clock noon, August 19, 1922, the aircraft may be admitted to either the glider or soarer class. The aircraft receives a distinctive mark. (An aircraft first admitted as a "glider" may be transferred to the "soarer" class, up to August 19.)

a and b shall serve as bases for reports concerning the contests. Any partial or complete suppression of the same must be requested when they are handed in.

Injuries to or modifications in any aircraft during the contest must be reported to the Technical Committee. The latter can prohibit participation and conduct a new test.

The Technical Committee is empowered to prohibit participation in the contest in cases of manifest lack of airworthiness.

Art. 6. Pilots.- The aircraft may only be flown by the pilots entered for them. Several pilots may be entered for the same aircraft.

A pilot's permit for the "glider" class (Art. 3a) is granted if either the certificate of the "Deutscher Modell- und Segelflug-Verband" is presented, or if a flight of at least 300 m or of 30 seconds' duration is certified by one of the examiners appointed by the management for this purpose.

A pilot may enter for the "soarer" class, if he has made, on a "soarer" (Art. 3b), two flights of at least 600 meters or 30 seconds, with an average sinking speed of not over 1.5 m/sec and with smooth landings, certified as above.

The pilot's test may be made in connection with the minimum performance test of the aircraft (Art. 3).

The entry of the pilot, with the presentation of the required certificates, must take place before 12 o'clock noon, August 19, 1922, at the office of the management

Art. 7. Prizes. - The following prizes will be awarded.

A-group, open to soarers.

I. 1922 Grand Soaring Prize, 50000 Marks. - This prize will be awarded to the contestant, who, in a single flight, remains longest in the air, not less, however, than 10 minutes, with an average sinking speed of not over 0.2 m/sec.

Flight duration and sinking speed may also be indicated by a barograph approved by the technical committee.

Example:

Pilot A, with the monoplane soarer "Möve," makes a flight of 14 min. 32 sec. and lands 166 m below the starting point. His av-

average sinking speed is 0.19 m/s. The flight fulfils the conditions for the prize in question.

Pilot B, on the other hand, with the biplane soarer "Pelican" makes a flight of 32 min. 17 sec. but has to land 426 meters below his starting point. His average sinking speed is 0.22 m/s, thereby exceeding the maximum of 0.2 m/s, so that this flight, in spite of its greater duration, must be excluded in awarding the prize.

II. Prizes for the smallest average sinking speed in a flight of not less than 100 seconds. For every 100 seconds of flight duration, 0.01 m/s will be deducted. Total amount of prizes 30000 marks, awarded as follows: 1st prize, 15000, 2nd prize 9000, and 3rd prize 6000 marks.

III. Prizes for the longest distance flights.- Total amount 22000 marks, divided as follows: 1st prize 12000,* 2nd prize 6000, and 3rd prize 4000 marks.

Prizes of group A cannot be won simultaneously with prizes of group B.

B-group, open to gliders steered by rudders.

I. Prizes for the greatest total flight duration, made with the same aircraft and in different flights with smooth landings. Total amount of prizes 22000 marks, divided as follows:

Class "a", open for flights of at least 30 seconds. Total amount 15000 marks, divided as follows: 1st prize 6000, 2nd prize 4000, 3rd prize 3000, and 4th prize 2000 marks.

Class "b", open for flights of at least 15 seconds, by pilots

* "Lilienthal Prize," founded by the Berlin-Munich Aerial Photograph Company.

not holding licenses for piloting engine-driven airplanes. Total amount 7000 marks, divided as follows: 1st prize 4000 and 2nd prize 3000 marks.

Prizes of classes "a" and "b" cannot be won simultaneously.

II. Prizes for the longest distance flights.- Total amount 18000 marks.

Class "a" 15000 marks, as follows: 1st prize 6000, 2nd prize 4000, 3rd prize 3000, and 4th prize 2000 marks.

Class "b", open to pilots who do not have licenses for piloting engine-driven airplanes.

Prize 3000 marks.

Prizes of classes "a" and "b" cannot be won at the same time.

C-group, open to gliders controlled by shifting the weight of the body.

Prizes for the greatest total flight duration, made with the same pilot on different aircraft in flights of at least 15 seconds' duration with smooth landings. Total amount 12000 marks, as follows: 1st prize 5000, 2nd prize 3000, 3rd prize 2500, 4th prize 1500 marks.

D-group, at the discretion of the judges, open to both soarers and gliders controlled by rudders or by shifting the weight of the body

Total amount 18000 marks.

Art. 8. Contest Committee.- The management transfers its authority during the contest to the Contest Committee. This committee stands at the head of the governing board and exercises during the

contest, the rights and duties of said board, appoints subcommittees or new members and mediates between them.

Art. 9. Board of Judges. - This board awards the prizes, on the basis of the data supplied by the Sport Committee and Technical Committee (See Arts. 10 and 11), by a simple plurality vote of the members present. In case of a tie, the chairman casts the deciding vote. The decisions of this board are final.

The board is empowered to reserve unwon prizes for future contests.

Art. 10. Sport Committee. Sport Assistants. - The Sport Committee superintends the carrying out of the program. The sport officer in charge at the time is responsible for carrying on the contest in accordance with the rules. He has assistants and a "Measuring Gang" at his disposal (See Art. 11, last paragraph). The Sport Committee announces a flight program and, in conjunction with the Technical Committee, a flight-test program, by hanging out notices on the field.

The flight and test results are also announced by the Sport Committee and Technical Committee.

Protests against the decisions must be presented at the office in writing within 24 hours after their announcement.

Art. 11. Technical Committee. Measuring Gang. - The Technical Committee conducts the aircraft acceptance tests (Art. 5) and its decision is final, in cases of injuries to the aircraft or manifest unairworthi^{ness}, as to further participation in the contest.

The Technical Committee announces, in conjunction with the Sport Committee (Art. 10), a program of flight tests by displaying notices on the field and decides, in special cases, on the measurements to be accepted.

The Measuring Gang measures distances, altitude differences, and flight times.

Art. 12. Workshop Committee.- This committee has charge of the workshops and, in conjunction with the Field Committee (Art. 13), the buildings on the field. The Workshop Committee announces a workshop program by means of notices displayed on the field.

Art. 13. Field Committee.- This committee, within the limits of the means provided, attends to the shelter and care of the aircraft.

It regulates the traffic between Gersfeld and the aviation field and has jurisdiction regarding all matters pertaining to the field.

Art. 14. Miscellaneous.- The members of the Board of Judges, Contest Committee, Sport Committee, Technical Committee, Workshop Committee and Field Committee and other necessary provisions on the part of the Management will be announced later. The Management reserves the right, in cases of "acts of Providence" to make changes in and additions to these regulations and, in general, to interpret them. Dr. Kotzenberg, S.G.D.L.V. Dr. Georgii, D.M.S.V.

Frankfort-on-the-Main, February 21, 1922.

Announcement I.

The Rules and Regulations of the 1922 Rhön Soaring-Flight Contest provide, in Articles 3, 5 and 6, for the following tests, which must precede the contest:

1. Strength test of aircraft by an examiner appointed for the purpose by the W.G.L.;

2. Minimum performance test by an examiner appointed by the Management;

3. Test of pilot by an examiner appointed by the Management.

It is a privilege of the contestant to propose qualified examiners to the W.G.L. or to the Management or to ask for the appointment of an examiner. Examiners thus proposed are not empowered to carry out the tests until authorized by the W.G.L. or by the Management.

It is advisable for a contestant, as soon as he has decided to participate in the 1922 Rhön Soaring-Flight Contest, to endeavor to find a competent examiner, since both the W.G.L. and the Management must decline to be responsible for appointing an examiner at the last minute.

The examiners serve without pay, but the contestants are expected to reimburse them suitably for hotel and travelling expenses.

Office of the 1922 Rhön Soaring-Flight Contest, Frankfurt-on-the-Main, February 21, 1922.

Announcement II.

The structural description should include the following:

1. General Description. - This must give the full name and address of the constructor, together with brief statements of the special type, characteristics, performances, and departures in design from previous engineless aircraft built by the same constructor.

2. Weights. - These must include the carefully determined weights of the following parts: wings, fuselage with landing gear, tail and steering parts, other parts, and the total weight.

3. Principal Drawings showing the most important parts and dimensions. They must be made in black on white paper and contain: a general view from the left side, a view from above and one from below. Such a scale should be chosen, so as to enable a clear representation of the aircraft (e.g. 1 : 10).

The drawings must at least contain the following measurements and data: span of all wings, length and height of aircraft, stagger, wing gap, distance of struts from middle of fuselage, inner and outer wing chord, maximum width and height of fuselage, length and width of fins and rudders, height of leading edge of lower wing from ground, horizontal distance of wheel axle (if any) from leading edge of lower wing, diameter of wheel, wheel gage, (Give corresponding measurements for landing gear without wheels) angle of incidence of wings and fins measured at fuselage and at each strut dihedral, sweep-back, area of wings, fins and rudders, manner of

shock absorption by landing gear.

Location of C.G. of loaded and of empty aircraft and lengths of moment arms to C.G. of principal parts. Method of steering, accompanied by diagram of controls. Diagram of cross-section of wing and tail-plane ribs.

Special data, whenever necessitated by structure of aircraft.

Office of the 1922 Rhön Soaring-Flight Contest.

Announcement III.

A.- The Rules and Regulations of the 1922 Soaring-Flight Contest, on the basis of the concluding sentence of Art. 14, will be interpreted in certain points as follows:

1. A soarer counts as a glider (Art. 2).
2. Contest flights for the B group of prizes, open to gliders (Art. 7) will only be counted in group B, if the same pilot, whose flight for a prize in group B comes in question, has, through other flights with the same aircraft, no prospect of prizes in group A, open to soarers.

3. Pilots, who do not have a pilot's license for an engine-driven airplane, may take part, in case they are accepted as glider pilots, in all contests open to gliders and, in case they are accepted as soarer pilots, in all contests open to soarers.

B.- Contest flights for the B group of prizes, open to gliders (Art. 7), count, on request, also as demonstration of minimum performance for soarers.

Announcement IV.

Kyffhäuser construction prizes for innovations in the structural details of soarers and for suggestions of such innovations.

Founded by the "Flugwissenschaftliche Vereinigung Frankenhäusen" F.V.F., "Kyffhäuser Technikum," a higher technical institution for teaching aircraft construction.

1st Kyffhäuser prize	2000 marks
2nd " "	1000 "
3rd " "	500 "

These are open to innovations in structural details, both on aircraft participating in the Rhön soaring-flight contests and also on models and drawings accompanied by explanations of the innovations and their advantages.

The innovation, whether on an aircraft or in the form of a model, must be accompanied by (1) a brief written explanation, (2) a drawing, and (3) reasons for considering it an improvement. Documents (1) and (3) should be written only on one side of legal-cap paper and (together with the drawing) must contain the name and address of the competitor. Announcement as competitor should accompany said documents.

Open for entries till 12 o'clock noon, August 20, 1922, at the office of the Rhön Soaring-Flight Contest, Gersfeld in the Rhön.

By the above time, the required papers must also have been received at said office, in addition to the announced intention of entering.

The judges are the same as for the Rhön Soaring-Flight Contest, with the addition of Eng. Kromer and two fellow members of the F.V.E. for this decision.

Dr. Kotzenberg.

Dr. Georgii.

Frankfort-on-the-Main, July 19, 1922.

Prize of the "Verband Deutscher Luftfahrzeug-Industrieller" for
Engineless Soaring Flight.

1. Prize: An undivided prize of 100000 marks.
2. Duration of contest time: April 1 to October 31, 1922.
3. Place: Anywhere in Germany.
4. Eligible are:

A. All German citizens.

B. All engineless aircraft made in Germany by Germans.

No entry nor entry fee required.

5. Conditions: After leaving the ground or water (in certain cases, after breaking connection by chain or cable with the ground or water), said manned aircraft must, after an uninterrupted flight of at least 40 minutes, fly over the starting line against the wind between two marks 100 meters apart and, without landing, make a further flight of at least 5 km air line (measured in a straight line on a map with a scale of at least 1/25000). The prize is won by the contestant who remains longest in the air.

6. Documentary Proof. - Proof of the performance must be furnished by the affidavits of two witnesses previously authorized in writing by the "Aero Club of Germany." This proof must consist of:

a) Two photographs of the aircraft from different points of view, certified by the witnesses.

b) Map section showing path and duration of flight. Special care must be exercised in marking the starting and landing points.

c) Detailed report by both witnesses.

d) Description of the aircraft by its owner, possessor or builder, together with assembly drawings in three projections (Scale 1/10).

e) Declaration of ownership by the owner of the aircraft, accompanied by his address.

Documents a to e must be forwarded to the Aero Club of Germany within ten days after each successful flight. Reporting of flights not fulfilling the conditions is optional.

Documents a to d, with reservation of the rights of the competitor, pass into the possession of the "Verband Deutscher Luftfahrzeug-Industrieller," V.D.L.I. (Association of German Aircraft Industries) with the right of publication.

7. The prize money will be paid to the owner of the aircraft.

8. A board of judges, appointed by the W.G.L. and consisting of at least seven members, will decide, before the end of the year 1922, as to whether the prize shall be awarded.

9. A protest against the decision of the judges may be made, within ten days after the announcement of said decision, to the Aero Club, which will thereupon form a court of arbitration consisting of two members of the W.G.L. and two members of the Aero Club of Germany, these four to choose a fifth as chairman.

10. In case no competitor fulfils all the conditions, the board of judges is empowered to award consolation prizes to a total amount not exceeding 20000 marks. The remainder then reverts to the "V.D.L.I." for use in future contests.

11. The "Verband Deutscher Luftfahrzeug-Industrieller," the "Wissenschaftliche Gesellschaft für Luftfahrt" and "Aero-Club von Deutschland" (A.C.D.) disclaim all legal responsibility for themselves, the board of judges and the arbitration court to the owners, possessors, pilots, witnesses and other persons.

In agreement with the A.C.D. and the W.G.L.

(Signed) F. Kasinger, V.D.L.I.

N.B. - All correspondence should be addressed to "Aero-Club von Deutschland" (17 Blumeshof, Berlin W 35).

RULES AND REGULATIONS FOR THE BEST FLIGHT PERFORMANCES WITH
A SOARER FOR TWO OCCUPANTS.

Art. 1. Management, Name, Place and Time of Contest. - The "Deutscher Luftfahrt-Verband" (D.L.V.) announces, in conjunction with the W.G.L. and the "Deutscher Modell"- und Segelflug-Verband (D.M.S.V.) a contest for soarers with two occupants.

The contest is designated as the "Rhön Zweisitzer Wettbewerb" (Rhön Two-Seater Contest).

The office of the Management is the office of the D.L.V., 35 Bahnhof St. Bremen, though it may be temporarily transferred to the Rhön.

The contest is limited to the period of June 1 to December 31, 1922, but the Management reserves the right to extend this period to March 31, 1923.

All flights must be made above the slopes of the Wasserkuppe and neighboring heights in the Rhön.

Art. 2. Eligible Aircraft. - All aircraft are eligible which are made, owned and piloted by German citizens. Each aircraft must also answer the following conditions:

- a) It must be able to carry two persons with a combined weight of at least 150 kg (330 lb);
- b) It can be provided with no source of power;
- c) It must be steered by rudders;
- d) Two men must be able to assemble or disassemble it in 15 minutes at the longest.
- e) It must be capable of being put in flying order in a room 15 x 15 x 4 meters (about 49 x 49 x 13 feet);
- f) Its dimensions, when packed for transportation, must not exceed 9.5 meters in length by 3 meters in width by 4 meters in height (about 31 x 10 x 13 feet);
- g) Its structural strength must be certified.

Art. 3. Minimum Flight Performances. - Each competing aircraft must perform the following tasks with a load of at least 150 kg (330 lbs):

- a) Three smooth landings;
- b) A closed flight to the right;

- c) A closed flight to the left;
- d) A flight of at least five kilometers (3.1 miles) measured in a straight line from the starting point to the landing point on the ground plan.

Art. 4. Prize. - An indivisible prize of 75000 marks will be awarded the owner of the aircraft which fulfils the conditions of Articles 2 and 3 and remains the longest in the air with a load of at least 150 kg and an average sinking speed of not over 0.6 m/sec.

Art. 5. Entries. - Application for admission to the contest may be made at any time, up to 12 o'clock noon, December 1, 1922, on a prescribed form obtainable at the office, by the aircraft owner or his authorized representative.

All participants must agree to abide by the rules and regulations published by the management. They must also renounce, in writing, all claims, against the management and its representatives, to indemnities for injuries or damages of any description. For minors or wards, this renunciation must be signed by their legal representatives. Recourse to law is excluded, even in case of negligence on the part of the management or its representatives.

Each application must be accompanied by a deposit of 500 marks, which will be refunded after the submission of the proof of the structural safety of the aircraft.

The applicant will be notified of his admission or rejection,

the management not being under any obligation to give reasons therefor.

Art. 6. Documentary Proof. of the fulfilment of the conditions in Articles 2 to 4 is required. The flight performances are certified by two sport witnesses furnished by the management without expense to the applicants. The form of the documents is determined by the management and communicated to the applicants.

Art. 7 Contest Committee. - The following members have been appointed:

Chairman: Dr. Karl Kotzenberg, Frankfort-on-the-Main;

Vice-Chairman: Albert Mühlig Hofmann, Stettin;

Secretary: Hans Herr, Bremen;

Member: Dr. Wilhelm Hoff, Adlershof;

" Georg Krupp, Berlin;

" Kurt Student, "

" Dr. Franz Linke, Frankfort;

" Dr. Walter Georgii, "

" Max Krause, Berlin.

Art. 8. - Board of Judges. - The Contest Committee is also the Board of Judges. This board awards the prize, on the basis of the information presented, by a plurality vote of the members present. In case of a tie, the chairman casts the deciding vote. The decision of the board is final. Recourse to legal action is excluded.

Art. 9. Miscellaneous. - During the period of the 1922 Rhön soaring-flight contest, the contestants must conform to the dispositions of the management in making their flights. The management reserves the right, in cases of "acts of Providence," to modify and supplement these regulations and, in general, to interpret them.

Buff, Chairman.

Herr, Secretary.

"Deutscher Luftfahrt-Verband."

Bremen, April 10, 1923.

RULES AND REGULATIONS FOR AN ANNUAL CONTEST
FOR A "KOTZENBERG HIGH SCHOOL PRIZE" FOR SOARING FLIGHTS.

Art. 1. The "Südwestgruppe des Deutschen Luftfahrer Verbandes" announces a contest, to occur yearly up to December 31, 1926, for the "Kotzenberg Hochschul Wanderpreis" (Kotzenberg High School Prize) for soaring flights to be made under the following conditions:

Art. 2. The "Kotzenberg High School Prize" will be awarded for the period of a year to the contestant (See Art. 4), who, during the preceding year, has made the soaring flight of the longest duration, with an average sinking speed of not over 0.4 m/sec.

Art. 3. The "Kotzenberg High School Prize" is an "honor prize". The winning contestant and his pilot will be appropriately disig-

nated on the prize. The prize winner may also receive money to aid him in further work in soaring flight.

The Kotzenberg prize will be entrusted to the student body of the winning school during the period of its championship and should be displayed in a conspicuous place in the school building. If the same contestant for the Kotzenberg prize is three times victorious, the prize becomes the permanent property of the school to which the victor belongs.

Art. 4. The owner of the aircraft is the contestant. German students, who are registered in a German high school or in the student clubs of a German high school, are eligible. The contestant may name, as pilot, either himself or some other German student who is enrolled in a German high school.

Art. 5. Engineless aircraft are eligible. Devices for the utilization of muscular force do not count as engines. Any manner of "take-off" is permissible, even with external aid.

Art. 6. The contests will be held in Germany. The first one will open May 1, 1922,, the following one on January 1, 1923, and each contest will close December 31, the last on December 31, 1926.

Art. 7. Flight duration and average sinking speed must be certified by two examiners appointed in writing, for this contest, by the "Südwestgruppe des Deutschen Luftfahrer Verbandes."

Applications for the privilege of participating in this contest, accompanied by the certificate of eligibility, two photo-

graphs of the aircraft certified by the examiners, a declaration of ownership of the aircraft, and the pilot's name, must be forwarded to the office of the S.D.L.V. not later than 12 o'clock noon, January 15.

The examination of the applications and the award of the prizes devolves upon a Board of Judges consisting of five members appointed by the S.D.L.V.

Within ten days after the decision of the judges has been mailed by registered letter, a protest may be made to the office of the S.D.L.V., which will thereupon form an arbitration court consisting of two members of the W.G.L. and two members of the S.D.L.V., to which will be added, as chairman, one of the directors of the "Deutsche Versuchsanstalt für Luftfahrt" (German Experimental Institute for Aviation).

Recourse to law is excluded.

Art. 8. The S.D.L.V. reserves the right to modify or supplement these regulations before December 1, of each year, to take effect on January 1 of the following year.

Art. 9. The S.D.L.V. disclaims, for itself, the Board of Judges and the Arbitration Court, all legal responsibility to the pilots, examiners and others.

Dr. K. Kotzenberg, S.D.L.V.

Frankfort-on-the-Main, April 30, 1922.